

Established February. 1845.

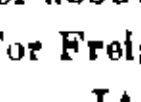
PRICE, \$24 PER ANNUM

Shipping.

Steamers.

FOR LONDON VIA SUEZ CANAL
(Taking Cargo at through rates for NEW
YORK and HAMBURG)

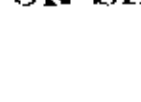
The Steamship
"Glenaeagle,"

 Captain A. TAYLOR, will
be despatched as above
on or about the 30th inst.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, October 5, 1880.

**FOR SINGAPORE, PENANG AND
CALCUTTA.**

The Steamship
"Sun,"

 Captain J. D. EATON,
will be despatched for
the above Ports on THURSDAY, the 4th
November, at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, October 25, 1880. nc4

Sailing Vessels.

FOR LONDON AND HAMBURG.
The 5/6 L.I.L. German Bark
"Triton"
RALSSEN, Master, will load here
for the above Ports, and will
have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, October 23, 1880.

FOR SAN FRANCISCO,
The A 1 American Ship
"Annie H. Smith,"
BARTLETT, Master, will load
here for the above Port, and
will have quick despatch.
For Freight, apply to
VOGEL & Co.

Hongkong, October 7, 1880.

FOR SAN FRANCISCO.

The A 1 American Ship
"Great Admiral,"
THOMPSON, Master, will load
here for the above Port, and
will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, October 5, 1880.


FOR NEW YORK.

The A 1 American Ship

MEMORANDUM FOR THE BOARD OF DIRECTORS
SUBJECT: [illegible]

For Freight, apply to
RUSSELL & Co.
 Hongkong, October 5, 1880.

FOR NEW YORK.
 The A 1 American Bark
"Hannah W. Dudley,"
 DUDLEY, Master, will load here
 for the above Port, and will
 have quick despatch.



S. J. GAU


For Freight, apply to
RUSSELL & Co.
Hongkong, October 5, 1880.

FOR NEW YORK.
The A 1 American Ship
"Cora,"
COOMBS, Master, will load here
for the above Port, and will

" F A R

have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, September 22, 1880.

FOR NEW YORK.
The **A 1 American Ship**
"Alice Bush,"
HARRIMAN, Master, will load



g. April 1, 1880.

here for the above Port, and
 will have quick despatch.
 For Freight, apply to
 VOGEL & Co.
 Hongkong, August 30, 1880.

Notices to Consignees.
 FROM CALCUTTA, PENANG AND

N O T I C E.

SINGAPORE.

THE Steamship *Suez* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding the discharge or remaining on board after the 28th instant will be at once landed.

Banking Co.

JARDINE, MATHESON & Co.
Hongkong, October 23, 1880. cc30

STEAMSHIP "ARRATOON AFOAR,"
FROM CALCUTTA, PENANG AND
SINGAPORE.

STEWART.

THE above Steamer having arrived Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 5th Prox. will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

DOUGLAS LAPR
October 27 188

Consignees are hereby informed that
 any Claims must be made immediately, as
 none will be entertained after the 10th
 Proximo.

DAVID SASSOON, SONS & Co.,
Agents.
 Hongkong, October 25, 1880. no1

NOTICE TO CONSIGNEES,

RUSSE

S. S. "SUMIDA MARU," FROM
KOBE AND YOKOHAMA.

CONSIGNEES of Cargo by the above
Vessel are hereby requested to send in
their Bills of Lading for countersignature,
and take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge or re-
maining on board after THREE days

25th Instant.

28th Instant, will be landed and stored at
Consignee's expense and risk.
No Fire Insurance will be effected.
MITSU BISHI MAIL S. S. Co.,
50a, Queen's Road Central,
Hongkong, October 25, 1880.

Messrs Lane, Crawford & Co., Messrs MacEwen, Frickel & Co., Messrs Falconer & Co., Mr John Noble, and at the Victoria Dispensary, (Mr W. Cruickshank).

To-day, for the third time, the Registrar stood on the dignity of his office, and refused, as a matter of principle, to take cases in Chambers in probate etc., at the call of the Judge requesting that course. As a matter of courtesy he waited on Mr Snowden and suggested that some order should be framed and approved by the Executive (or Legislative) Council, distinguishing business which may be taken in Chambers from that which is to be heard in open Court. Such an order would have the effect of law, and he would be bound to obey it. Until such an order was made he would insist that the Judges had no right to take such cases in Chambers and would act accordingly. We believe there is some probability of this course being adopted, and thus, by a side-wind, one of the questions in this great and disgraceful scandal may be settled for good and all. When the question does come up for settlement we shall not be slow to say our say upon the matter. The greater the publicity afforded to all proceedings of the Supreme or of any other Court the greater the public confidence in the purity and impartiality of the administration of Justice.

Messrs Adamson, Bell & Co. have to-day received a telegram, informing them that the steamship *Breconshire* has run into the steamship *Braemar Castle*, while the latter vessel was lying at anchor in Penang harbour, and that the *Castle* steamer has sunk in ten fathoms of water. The *Braemar Castle* had been in Penang for four days previous to this accident, certain repairs being executed connected with a broken piston. Both vessels were on their way from London to Singapore and Hongkong, &c., with general cargo. The *Braemar Castle* (Captain Thompson) left London on the 9th ultimo; according to the latest papers to hand the *Breconshire* (Captain Sturrock) was loading at London for Penang, Singapore, Hongkong, Yokohama, and Hilo. The local Insurance Companies and the North-China may suffer considerably, as much as £25,000 being the estimated loss between four of them; but the expectations are bright, from the news that is to hand so far, that much may yet be done to lessen their loss. The catastrophe which the *Braemar Castle* has suffered may give rise to certain interesting and important questions as to "average," but all surmises are liable to be wide of the mark until the real facts as to the collision come forward.

SEIZURE OF THE typhoon encountered by the *Diamante*, *Jorge Juan*, and the *Elcano*, on their voyage from China to Manila, between the 13th and the 15th instant, the *Comandante* of Manila says that "when the telegram was received at Hongkong announcing that a typhoon was raging to the North of Luzon, most beautiful weather was being enjoyed at the time there, and the glass was high, with no indication of lower tendency. Consequently they had doubts as to the possibility of the bad weather approaching those coasts, and the Captain of the Port had permitted the vessels to leave the port without warning them of what might happen. If Manila is to give the word of warning to Hongkong, it is desirable that more credit be given to the observations forwarded to them, and that at the moment of receiving the news, ship-captains should at once be informed of it, and that its publicity should not be retarded until the weather is declared stormy there. It is to be regretted that, after the efforts for establishing so useful a service, its efficacy should be lost, for want of confidence or for neglect, or for want of means of communicating the news to those who ought primarily to be put in possession of the same."

An encounter of a serious nature took place last Tuesday morning between a crew from the Revenue cutter *Chien Jui*, and a large body of smugglers off the island of Mong Chow, distant about five miles from Macao. Capt. Walker, of the *Chien Jui*, had received information that a number of opium smugglers' boats had taken refuge among the neighbouring islands, and despatched a steam-launch manned by a crew, consisting of two European officers and five Chinese to break up or capture the gang. When about five miles from Macao and off the island of Mong Chow, the launch suddenly ran into the midst of a fleet of five boats, well armed and manned by about 20 men each. Action was immediately commenced, and the fight though not of long duration was fast and furious. The smugglers were at last forced to find shelter amongst the rocks, and in shallow waters where the launch was unable to follow them. In addition to firearms, stink-pots and bags of powder ignited by crackers were used by the smugglers. One of the Chinese crew of the launch was killed by a shot, and both the Europeans and one Chinaman wounded; of the former one receiving a shot in the arm, and the Chinaman a similar wound in the head. These two were sent to the Hospital on their return to Macao, while the other European, B. J. Farnoch, who was in charge of the launch, came on to Hongkong with her, and is now lying in the Government Civil Hospital here, having been severely burnt by the explosion of a bag of gun-

Police Intelligence.

(Before the Hon. M. S. Tennochy.)
Thursday, Oct. 28.

ASSAULT.
Frank Clark, 27, an American seaman, was charged with being drunk and assaulting Cheung Ahn on the 27th inst., and also with striking the Constable when he was arrested, and was sentenced to be imprisoned for three days with hard labour, for assaulting the complainant, and to be imprisoned for a further term of seven days with hard labour for assaulting the Constable.

DRUNK AND DISORDERLY.
John Hogan, 35, common R.A., was fined £2 in default to be imprisoned with hard labour for four days, for disorderly behaviour on the 27th inst., having been drunk in the streets and assaulting the Constable when he was being arrested.

ROBE AND VAGRANCY.
Ho Ahn, 27, common, was sentenced to four days imprisonment with hard labour, as a rogue and vagabond, for gambling in the public street on the 28th inst.

NEGLECT OF DUTY.
Ho Ahn, 27, a watchman, in the Fire Brigade, was fined £4, in default to be imprisoned for seven days, during which time his pay to cease, for absenting himself from his post without notice, and leaving the premises unprotected on the 26th inst.

PUBLIC GAMING.
To Ahn, 30, a common, was charged with gambling on the 27th inst., and a previous conviction having been proved against him, was sentenced to prison for three weeks with hard labour.

Ip Ayik, 38, a broker, whose case was remanded from the 26th inst., was again before the Court, charged with being the keeper of a public gaming house.

Mr Barrett appeared for the defendant and cross-examined the witnesses, when the case came up for a previous conviction against defendant, who was fined \$30 in default to be imprisoned for three to the with hard labour for aiding and abetting a misdemeanor. Ten dollars of the fine, if paid, to go to the informer.

FALSE TESTIMONY.
Chun Ahn, 35, shop coolie, was charged with wilfully giving a false report of the death of a child, on the 27th inst. The defendant on the 27th inst., and the registered office of a child, of which he was the father, and gave his name as the Ayun. The child he said was two months old and had died that morning; he had not registered its birth as he had brought it into the Colony from the country.

Later in the day a man who called himself Mak Ayun, of having in the afternoon to register the death of a child, and from what this man said the clerk in the Registrar Office gave him certain directions which led to the prisoner coming back to the office with Mak Ayun, when it was ascertained that he was a false report as to the death of the child.

The defendant said that the aunt of the witness Mak Ayun told him to go and register the death of the child.

The case was committed for trial at the next sessions of the Supreme Court.

(Before the Hon. Ng Choy)

LABOUR.
Chun Ahn, 35, who was charged with unlawful possession of three pairs of cotton trousers, a jacket and a knife, was convicted of stealing them, the owner having been proved to be the property of a man who was previously convicted and admitted by the prisoner.

CANTON INSURANCE OFFICE.

SHAREHOLDERS' MEETING.

The ordinary General Meeting of the Shareholders of the above Office, was held at the office of the general agents (Messrs Jardine, Matheson & Co.) No. 7, Queen's Road, this afternoon, when the Hon. Kewick presided, and there were also present, Hon. P. Ryrie and Messrs Dalrymple, J. A. dos Remedios, A. P. McEwen, MacGregor, Gillies, Rutanage, Jackson, and Sassoon.

The report and accounts having been circulated and published, were taken as read.

The Chairman said he had the pleasure of placing before them the result of the Office business for 1879, and an estimate of the operations of the Office for 1880. The net profit of 1879, although satisfactory, had not amounted to the handsome sum shown in the two previous years. The receipts were somewhat smaller and the losses larger. He was glad to say that, as regards 1880, the year which they were in, the contrary was the case and that they had increased receipts and smaller losses and that the prospects at present were that they would have a very favourable result to show for the next year. There was now the loss at Penang of the *Braemar Castle*, by which they lost \$4,500, but as she was sunk in harbour they might reasonably look for a handsome salvage. The Chairman concluded by proposing that the report and accounts as published be passed.

Hon. P. Ryrie seconded the motion, which was unanimously passed.

Mr Dalrymple proposed and Mr Ryrie seconded a motion to the effect that a second and final dividend of \$30.24 per share, an' a second and final return of 3 per cent. on contributions, be paid out of the profits of the Office 1879.

Mr MacEwen proposed and Mr Jackson seconded a motion that the existing Consulting Committee, consisting of Messrs Ryrie, Lowcock, Dalrymple, Sassoon, and Mangor, be re-elected, which was carried.

Mr Ryrie proposed and Mr Rutanage seconded a resolution that Mr A. P. MacEwen and Mr John Robinson be elected auditors, which was carried.

The Chairman said this closed the business of the meeting and that the Dividend warrants would be issued to-morrow.

The Chairman, on behalf of the General Agents, thanked Mr Jackson for the kind and appreciative observations he had made, and for the generous way in which the meeting had received them. It had been a source of pride to the General Agents in the past to see this Society so successful, and for the future he could say that no exertion would be spared by the General Agents or by the gentlemen on his left, who had particular charge of the business of the Society, to maintain in that proud position it now occupied. With the support of the shareholders—very concern of the kind must be successful—he was sure there was a prosperous future in store for the Society. There being no other business, the meeting closed.

LOSS OF THE AMERICAN SHIP.

"JAMES HALEY."

We have received from Captain J. W. Mann, who, together with his second mate, steered and eight of the crew, arrived in Hongkong per S. S. *Cassiopeia*, the following account of the wreck of the ship *James Haley* on the island of Hainan on the 17th inst., and resulting, we regret to say, in the loss of one life.

The American ship *James Haley*, J. W. Mann, master, left Hongkong Oct. 14th at 9 a.m., the tug leaving the ship off the "Nine Pins," wind N.E., a fine breeze blowing. At 4 p.m. barometer 29.5, wind N.E., and freshen (gale) turned top-gallop sails. At 6 p.m. barometer 29.8, wind N.E., and freshen (gale) turned top-gallop sails. At 8 p.m. barometer 29.7, wind N.E., and freshen (gale) turned top-gallop sails. At 10 p.m. barometer 29.5, wind N.E., and freshen (gale) turned top-gallop sails. At 12 p.m. barometer 29.5, wind N.E., and freshen (gale) turned top-gallop sails. At 2 p.m. barometer 29.5, wind N.E., and freshen (gale) turned top-gallop sails. At 4 p.m. barometer 29.5, wind N.E., and freshen (gale) turned top-gallop sails. At 6 p.m. barometer 29.5, wind N.E., and freshen (gale) turned top-gallop sails. At 8 p.m. barometer 29.5, wind N.E., and freshen (gale) turned top-gallop sails. At 10 p.m. barometer 29.5, wind N.E., and freshen (gale) turned top-gallop sails. 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Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries* on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

THE CHINA REVIEW, or *Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justifies, such extra matter.

The subscription is fixed at \$5.00 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated in each number.

Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a résumé in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1879, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and enterprising Review. It is a sturdy, long-monthly, repository of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the Review. Address *China Review*, Hongkong—*Northern Christian Advocate* (U.S.).

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Visitors' Column.

We have instituted as an experiment a VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such notices of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with which we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

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Lantern Club and Library, Shelley Street.
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Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.
St. Peter's Seminary Church, West Point.
St. Joseph's (Catholic) Church, Garden Road, near Kennedy Road.
Temple of the Holy Spirit, near the City Hall.
Salem House, West Point.
E. E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.
Masonic Hall, Zetland Street.
Victoria Recreation Club—Bath-house and Boat-house, &c., Praya, beyond the Cricket Ground, beside the City Hall.
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(Revised June 23, 1880.)

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Newspapers, 5*
Books & Patterns, 10

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 12; Registration, 10; Newspapers, 2; Books and Patterns, 4; For India, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 4.

Natal, the Cape, St. Helena, and Ascension, via Aden, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 5.

* A small extra charge is made on delivery.
† There is a Registration to British W. India Islands, 10 cents. To the Bahamas and Haiti, The San Francisco route is available.
‡ Registration to San Francisco, 10 cents. Cannot be sent via San Francisco.

LOCAL POSTAGE.
Between Hongkong, Canton, Amoy, &c., and Macao, in either direction, any of the following rates.
Between any of the above places, any of the following rates.
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Local Parcel Post.

1. Small Parcels may be sent by Post between any of the Post Offices in China, Japan, as well as in Macao, Pak-hoi, Singapore, Penang, and Malacca. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5 lbs. The postage will be 20 cents per lb., which will include Registration. The parcels may be wholly closed if they bear this special endorsement, PARCEL, CONTAINING NO LETTERS, but any parcel may be opened by direction of the Postmaster General.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as handboxes, &c.) Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious to Transit.

3. Parcels will as a general rule be forwarded by Private Ship, not by Contract Mail Packet. The Post Office reserves the right of selecting the opportunity for transmission, and of delaying delivery in case the number of parcels is such as to retard other correspondence. No responsibility is accepted with regard to any parcel, but the system of Registration will secure the parcels against any but a very remote probability of loss.

4. The public are cautioned not to confound these facts with a Parcel Post to Europe, &c., which does not exist.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union consider it probable that to do so is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or not, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of durable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—
Books and Papers—to British Office, 5 lbs.; to the Continent, &c., 4 lbs.
Patterns—to British Office, 5 lbs. if it will not intrinsically value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Letter.
The Post Office is not legally responsible for the safe delivery of Registered correspondence, but, nevertheless, it will be prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration require.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, and the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, &c., although in which reach their destination, although in a broken or deteriorated condition.

Money Order Regulations.
1. Money Orders are exchanged with the United Kingdom, New South Wales, Queensland, South Australia, and Port Darwin, the Straits Settlements, Western Australia, and (except at Shanghai) with the Japanese Empire. Hongkong also issues orders on Shanghai, and vice versa.

2. Small sums may be remitted between the other Ports by means of Postage Stamps, subject to a charge of one per cent. for cashing them.

3. Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount (including commission) in cheque, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departure of the mails.

4. No order must exceed £10, or \$50, or include any fraction of a penny, nor will more than two such orders be issued to the same person, in favour of the same payee, by the same mail. Orders will be drawn at the current rate of the day, and paid at the rate of the day when the order arrived.

The commission is as follows:—
Orders on the United Kingdom.
Up to £20, 18 cents.
" £20 to £50, 20
" £50 to £100, 25
" £100 to £200, 30
" £200 to £500, 35
" £500 to £1,000, 40
" £1,000 to £2,000, 45
" £2,000 to £5,000, 50
" £5,000 to £10,000, 55
" £10,000 to £20,000, 60
" £20,000 to £50,000, 65
" £50,000 to £100,000, 70
" £100,000 to £200,000, 75
" £200,000 to £500,000, 80
" £500,000 to £1,000,000, 85
" £1,000,000 to £2,000,000, 90
" £2,000,000 to £5,000,000, 95
" £5,000,000 to £10,000,000, 100

5. Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong and Shanghai.

6. Names must be given in full (except when there is more than one Christian name) but the name of the Payee need not be given if the order be crossed (as cheques are crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

7. No order can be paid till the Payee is signed it in the proper place. An order can be transferred to another office on payment of an additional commission. In case of loss of an order, no entry for stopping payment or the like, application should be made to the nearest Money Order Office for instructions.

8. If the order be not presented within six months an additional commission will be charged; if not within twelve months, the money will be forfeited. When the order is once paid no further claim can be entertained.

9. No order can be paid until the advice relative to it has been received.

* Made out on a printed form which is supplied gratis.

† Local Orders on Shanghai are drawn at 2 per cent. premium in all cases. A fixed dollar rate for drawing on the United Kingdom is in force at Shanghai.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the city of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name	Captain	Flag and Rig	Tonn.	Date of Arrival	Consignees or Agents	Destination	Remarks
Albany	5 h. F. Ashton	Brit.	str.	366 Oct.	27 Douglas LaPraik & Co.	Amoy, &c.	K'loon Dock
America	5 h. F. Ashton	Brit.	str.	562 Sept.	3 Birley & Co.	Shanghai	1st prox.
Arratoon Ape	5 h. Mactavish	Brit.	str.	1332 Oct.	23 David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	4th prox.
Cassandra	5 h. Langer	Brit.	str.	937 Oct.	27 Simonsen & Co.	Haiphong	
Chas. Townsend Hook	5 h. Kraken	Brit.	str.	902 Oct.	27 Landstein & Co.		
Charlot	5 h. Mury	Brit.	str.	902 Oct.	28 Arnold, Karberg & Co.	Y'ama & S. Felice	Coo'tan Dock
City of Tokio	5 h. Thompson	Brit.	str.	645 Oct.	20 P. M. S. S. Co.	Bangkok	Tag Plying at daylight
Dalo	5 h. Thompson	Brit.	str.	645 Oct.	20 P. M. S. S. Co.	Tamsui, &c.	To-day
Fame	5 h. Thompson	Brit.	str.	645 Oct.	20 P. M. S. S. Co.		
Fokien	5 h. Thompson	Brit.	str.	645 Oct.	20 P. M. S. S. Co.		
Hesperia	5 h. Thompson	Brit.	str.	645 Oct.	20 P. M. S. S. Co.		
Kang-ching	5 h. Thompson	Brit.	str.	645 Oct.	20 P. M. S. S. Co.		
Kiang-ping	5 h. Thompson	Brit.	str.	645 Oct.	20 P. M. S. S. Co.		
Sea Gull	5 h. Thompson	Brit.	str.	645 Oct.	20 P. M. S. S. Co.		
Suez	5 h. Thompson	Brit.	str.	645 Oct.	20 P. M. S. S. Co.		
Sumida Maru	5 h. Thompson	Brit.	str.	645 Oct.	20 P. M. S. S. Co.		
Tunis	5 h. Thompson	Brit.	str.	645 Oct.	20 P. M. S. S. Co.		
Yangtze	5 h. Thompson	Brit.	str.	645 Oct.	20 P. M. S. S. Co.		

Vessel's Name	Captain	Flag and Rig	Tonn.	Date of Arrival	Consignees or Agents	Destination	Remarks
Agnes Mahr	4 Lowe	Brit.	str.	851 Sept.	21 Carlowitz & Co.	Havre and Hamburg	
Alice Duck	4 h. Herriman	Amer.	str.	1426 Aug.	27 Vogel & Co.	New York	
Alva	4 h. Herriman	Amer.	str.	652 July	28 Brandao & Co.		
Augusta	4 h. Herriman	Amer.	str.	210 Oct.	10 Meyer & Co.	Rajang	
Carlotta	4 h. Herriman	Amer.	str.	596 Oct.	11 Waler & Co.		
Charles Stewart	4 h. Herriman	Amer.	str.	930 Sept.	23 Knell & Co.		
Cora	4 h. Herriman	Amer.	str.	630 Oct.	23 Naval Yard	New York	
Edna	4 h. Herriman	Amer.	str.	499 Oct.	26 Arnold, Karberg & Co.		
Ellen	4 h. Herriman	Amer.	str.	281 Oct.	5 Edward Scheithaus & Co.	Tientsin	
Emma	4 h. Herriman	Amer.	str.	464 Oct.	8 Arnold, Karberg & Co.		
Florence Nightingale	4 h. Herriman	Amer.	str.	282 Oct.	18 Carlowitz & Co.	Manila	
Formosa	4 h. Herriman	Amer.	str.	1008 Aug.	31 Landstein & Co.	New York	
France	4 h. Herriman	Amer.	str.	439 Sept.	31 Landstein & Co.		
Hannah W. Dudley	4 h. Herriman	Amer.	str.	862 Oct.	23 Jardine, Matheson & Co.	Havre and Hamburg	
Haze	4 h. Herriman	Amer.	str.	411 Oct.	18 Arnold, Karberg & Co.		
Johna Henrich	4 h. Herriman	Amer.	str.	246 Sept.	14 Edward Scheithaus & Co.		
Louisa	4 h. Herriman	Amer.	str.	511 Sept.	21 Simonsen & Co.	Singapore	
Macilla II	4 h. Herriman	Amer.	str.	395 Oct.	10 Captain	San Francisco	
Motor	4 h. Herriman	Amer.	str.	311 Oct.	17 Russell & Co.		
Sibola	4 h. Herriman	Amer.	str.	1749 Oct.	27 W. H. Ray		
South America	4 h. Herriman	Amer.	str.	347 Aug.	28 Vogel & Co.		